

AMENDMENTS TO THE SPECIFICATION

Please amend the paragraph on page 4 beginning at line 5 and ending at line 14, as follows:

To achieve the above object, there is provided a torsion beam axle suspension, comprising: right and left trailing arms arranged in a longitudinal direction of a body; and a torsion beam connecting the right and left trailing arms, wherein each of the right and left trailing arms has one end provided with a mount into which a mount bush is fitted; and wherein each of the right and left mount bushes has a center axis, the center axis having the slope to be intersected on a plan plane formed of X and Y axes in front of a line connecting two center points of the right and left mount bushes and having an additional slope relative to a Z axis, the X axis being formed in the longitudinal direction of the body, the Y axis being formed in a width direction of the body, and the Z axis being formed in a height direction of the body.

Please amend the paragraph on page 7 beginning at line 1 and ending at line 3, as follows:

As shown in Fig. 4a, center axes of the right and left mount bushes 230a and 230b each have a slope to intersect on a X-Y plan plane in front of a line connecting center points of the right and left mount bushes 230a and 230b.

Please amend the paragraph on page 7 beginning at line 13 and ending at line 16, as follows:

In other words, as shown in Figs. 4a and 4b, the right and left mount bushes 230a

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and 230b have slopes of α_1 and β_1 on the Y plan plane respectively and additionally of α_2 and β_2 on a Y-Z plan plane respectively, thus having three-dimensional slopes of α and β on the X, Y and Z axial space.

Please amend the paragraph on page 7 beginning at line 20 and ending at line 23, as follows:

Meanwhile, although it has been described that the center axes of the mount bushes 230a and 230b have the slope on the X-Y plan plane and the additional slope relative to the Z axis, but they may have such a slope in any direction on the Y-Z plan plane and such an additional slope relative to the X axis.

Please amend the paragraph beginning on page 7 at line 24 and ending on page 8 at line 4, as follows:

Particularly, in the latter case, it should be noted that, because of the slope on the Y-Z plan plane, there is a possibility that the center axes of the mount bushes 230a and 230b do not have any point of intersection on the X-Y plane when they have the slope relative to the X axis. If so, it will do simply to incline the mount bushes 230a and 230b so as to have the point of intersection when the body is viewed on the top thereof.

Please amend the paragraph on page 8 beginning at line 15 and ending at line 18, as follows:

As such, when the transverse force F is applied to the wheel 300a, the mounting bushes 230a and 230b are changed on the X-Y plan plane as much as δ_1 and δ_2 by

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inclination, when the mounts are subjected to a positional change from 210a to 211a, as well as from 210b to 211b.

Please amend the paragraph on page 8 beginning at line 20 and ending at line 21, as follows:

This effect is obtained because the mounts 210a and 210b have the slanted angles on the X-Y plan plane.

Please amend the paragraph on page 10 beginning at line 2 and ending at line 7, as follows:

First, because center axes of the right and left mount bushes each have the slope to intersect each other on the X-Y plan plane in front of the line connecting two center points of the right and left mount bushes and the additional slope relative to the Z axis, the toe-in characteristics are induced to the turning outer wheel at the rear suspension during cornering of the vehicle, and at the same time the transverse rigidity of the mounts can be increased by about 20%.